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greater boston economic study committee

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economic base reports

wayland, massachusetts: a self study of a growing community

8

How Much Wayland Has Grown

Just to give you some idea of how Wayland has grown:

Since 1941:

--The cost of government is 12 times what it was in 1941 ($2,971,831.81 all told vs. $247,995 then).

-Its assessed valuation is four times the 1941 total ($25,232,147 in 1961; in '41, $5,677,084).

--Population about tripled: 10,965 vs. 3505.

--Tax rate about tripled: $86 now $30.10 then.

--School costs 25 times as high ($1,568,383 last year; $63,496 then).

Fire and police protection up 15 times ($164,565 now, $11,188 then).

--Highways quadrupled: $245, 856 now, $58,803 then.

--Maturing debt 27 times what it was in 1941: $293,381 now, $11,000 then.

--Interest, 45 times as high: $132,470 now, $2929 then.

--General government up 10 times: $130,420 vs. $12,893.

But then this is not the horse and buggy era any more. No longer the country but a suburb.

Wayland Budget $2,875,000

WAYLAND -- The Mar. 7 town meeting will be confronted with a budget of $2,875,000--about $1.5 million of which is represented by school costs.

This is a rise of about $300,000 over last year's $2 585,000 budget. Again, school costs account for $200,000 of this rise.

The budget recommendations made by the Town Finance Board after weeks of study represents a rise that is in line with the rise last year--about $50,000 less.

Articles recommended by the Finance Board would cost about $28,250 if acted upon.

Conspicuously absent is provision for raises for town employees.

The reason: no significant rise in the cost of living in the country as a whole.

Raises of 5 percent were granted to:

The police chief and police sergeant (a position not yet filled); the fire chief and fire captain.

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The Greater Boston Economic Study Committee (GBESC) was organized in 1957. The Committee presently has eighteen members--fifteen are businessmen, one is a newspaper editor, and two are the deans of schools of business administration. To help guide the work of the Committee, a Research Advisory Committee was appointed. This group consists of leading scholars and experts in metropolitan affairs. In 1959 the GBESC became Associates of the Committee for Economic Development (CED). The GBESC feels that this association has helped to broaden its own metropolitan program and organization.

The GBESC has two objectives. One is the gathering, organization, and circulation of basic economic data which will advance an understanding of the forces and trends operating in the metropolitan area. The other is to formulate policy recommendations which may both stimulate and advise leaders in metropolitan affairs.

This report was prepared by the Metropolitan Planning Committee of the Wayland League of Women Voters. The authors alone are responsible for the content and conclusions of the report. The GBESC hopes that this and other economic base materials which it publishes will continue to serve the growing need for reliable information on the Boston metropolitan region.

economic base report **8**

wayland, massachusetts: a self study of a growing community

by the committee on metropolitan planning

wayland league of women voters

october 1960

greater boston economic study committee

ASSOCIATES OF THE COMMITTEE FOR ECONOMIC DEVELOPMENT 200 BERKELEY STREET, BOSTON 17, MASSACHUSETTS, LIBERTY 2-2146

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The Wayland League of Women Voters could not have made this study without the help and cooperation of many people. Our special thanks go to the following:

The people of Wayland on whose responses to our questionnaire the material in this report rests; Professor Morris B. Lambie and his colleagues at Tufts University who offered helpful suggestions and also reviewed the statistical tabulations of this report; the Greater Boston Economic Study Committee whose Director and staff gave us valuable time and equally valuable advice during the execution of this study and its preparation for publication; Professor John T. Howard, Chairman of the Department of City and Regional Planning at Massachusetts Institute of Technology, who furnished specialized help; George K. Lewis, Associate Professor of Geography at Boston University, for assistance in phrasing some of the questions; Edward J. Anderson, Superintendent of Schools in Wayland, whose office mimeographed our questionnaire and whose state-required census we voluntarily took; and the Wayland Planning Board which introduced us by special letter to all the residents of the town as a responsible organization.

Members of the Wayland League of Women Voters contributed over 6,500 women-hours to ringing doorbells, tabulating, analyzing, writing, and typing this report. Special thanks go to Ruth Gerwig Jenkins who gave sustained experienced professional supervision to the statistical analysis of this study, and to my committee on Metropolitan Planning whose enterprise and devotion to this project under all kinds of pressure no chairman could forget or adequately reward.

Janet Dryer Page, Chairman
Committee on Metropolitan Planning
Wayland League of Women Voters

PREFACE

Since the Second World War, millions of Americans have been pursuing a new way of life. It has been found in the mushrooming suburbs which surround our great cities. Tired of life in the row housing and cliff dwellings that characterize congested cities, freed by the automobile from former dependence on subway and trolley transit, and attracted by low-interest mortgages, as well as the "status" attached to individual home ownership, the space-age American is finding his space in suburbia.

The suburb with its concentration of youth, energy, brains, leadership, and money provides the forces which are reshaping the way America lives and thinks. Shiny new schools, churches, and shopping centers have sprung up in the suburbs around the development-housed, development-conscious refugees from the city. But behind the external conformity, motorized lawn mowers and matriarchial management, is a serious, if sometimes provincial, dedication to municipal affairs that should both startle and stimulate the machine-driven politics of city and state.

This survey of Wayland, Massachusetts, illustrates the drama of municipal growth and municipal consciousness among the newer suburbs of Metropolitan Boston. It also illustrates a research technique open to many suburban towns when local talent and leadership join in a cooperative enterprise to assess their town's position in and relation to the "exploding metropolis."

Like any community survey, this one does not answer all the questions which can be raised about the suburbs or the metropolis. However, its contribution to an understanding of metropolitan economic problems having to do with patterns of commuting, shopping, recreation and population mobility represent a pioneer job which helps to quantify the many speculative studies of suburbia which have been made.

It is significant that the typical questions raised by most metropolitan planners was omitted by the authors of this report. The Wayland League of Women Voters' Committee on Metropolitan Planning

and other town leaders who worked on it decided against asking a direct question about metropolitan planning because it was felt the whole subject was too little understood or too misunderstood to have reliable meaning for statistical analysis. Yet the entire survey strikes at the heart of some of Greater Boston's most basic metropolitan planning issues. For example, the survey reports that 61 per cent of the citizens are willing to see municipal funds invested annually in the preservation of green space for recreation and wild life which will conserve the country atmosphere of the town. The ability of Greater Boston residents to reach the green suburbs has always been a major advantage and attraction of the Boston Metropolitan Area. But the suburbanization of industry and the expansion of our expressway construction has already caused and threatens to continue serious erosion of this great economic asset.

Like their neighbors in most of the newer suburbs, Wayland's people are highly auto-oriented. The extremely limited mass transportation facilities which are available will not serve the needs of Wayland residents who commute to other cities and towns of the Greater Boston area for purposes of breadwinning, bread-buying, and the purchase of professional services. Ninety-seven per cent of Wayland families therefore have automobiles. Forty-nine per cent have two or more. Every day 86 per cent of Wayland's households send at least 2,000 commuters to 72 different cities and towns. This contribution of traffic helps aggravate an already serious metropolitan traffic problem which no community can solve by itself.

There is much speculation by city planners, developers, and businessmen on the relative strength of a back-to-the-city movement in metropolitan Boston. Yet the 1960 census has shown that Boston alone lost over 100,000 people in the last ten years. Guesses about where these people have gone, whether they will continue to go, return, or move farther out, cannot be made usefully in a milieu of changes whose nature is not understood.

This study of Wayland, Massachusetts, is an example of a first step toward minimizing the guesswork. The fact that it could happen in a town which has inherited governmental machinery designed to reflect the grass roots sentiment of the rural New England community demonstrates that even 18th century institutions can be maintained in a viable state by an alert and dynamic citizenry.

Gregory B. Wolfe
Director of Research
Greater Boston Economic Study Committee

WAYLAND, MASSACHUSETTS: A SELF STUDY OF A GROWING COMMUNITY

Introduction

In October, 1958, the League of Women Voters of Wayland began a study of regional planning as related to Wayland's needs and obligations in a growing metropolitan area. This study first focused on certain local problems in a regional context. Included were public and private transportation, fire and police protection, health services and utilities, and legislation governing cooperation among communities. League members were impressed by numerous examples of the interdependence of communities in the Boston area; yet they learned that Boston is one of the large metropolitan areas in the United States still lacking comprehensive planning.

The principal fact became clear that Wayland, like many historically autonomous political units in the New England area, was in the path of an economic revolution, the degree and direction of which had not been gauged. Certain primary questions began to emerge. Where is the sharply increasing population coming from? What are

City of Boston

M D C District Boundary

Boston Standard Metropolitan Area, U S Census 1960

GBESC Study Area

the major factors contributing to the town's growth? Do the new residents come from nearby or do they represent broader demographic patterns? Where do the residents of Wayland go to work and what types of transportation do they use? An understanding of the interdependence of Wayland with its surrounding towns seemed to evolve from such questions as where its residents shop, seek recreation, and find professional services. Encompassing all these questions was the larger question which goes to the heart of regional planning: To what extent is a fringe suburb tied to its metropolitan area? And what influence does the core city of Boston have upon Wayland?

In October, 1959, 200 members of Wayland's League of Women Voters set out to ring all local doorbells. They carried a questionnaire prepared by local League members designed to find answers to the above questions and to gather some other data of particular interest to the town's planning board. As a public service, they also took the state-required school census. An explanatory letter to all households from the Town Planning Board preceded the calling.

Response of the townspeople to the survey was excellent. The data in this report is based on information from 2,211 households, representing 8,769 persons. This is 86 per cent of the town's estimated population. Collation, population analysis, and drafting

of the report was done entirely by the League of Women Voters and consumed over 6,500 woman-hours.

A. Biography of Wayland

Local government in New England has developed primarily in the town rather than in the county or township as in other regions of the United States. As a result, town boundaries have, with the passage of time, become stronger rather than weaker lines of separation. Once established, towns have not federated into large units despite the pressures of metropolitan growth. As a rule, they have neither been annexed nor been able to annex adjoining territory. Nevertheless, the nature of old New England towns in Greater Boston is being radically changed. This change, however, has come not as the result of increases in physical size but as a consequence of the pressures created by the influx of new citizens seeking country living.

Wayland, Massachusetts, is such a town. It is located 17 miles west of Boston. As the town grew, two centers of population and activity developed. The northern center is on U.S. Route 20, the old Boston Post Road which has served since before the Revolutionary War as a main east-west highway of the state. The southern center, locally called Cochituate after the town's largest lake, has its own Post Office and telephone exchange. The eastern extension of Boston's Commonwealth Avenue is its main link to the rest of the

metropolitan area.

First settled in the 17th Century, Wayland was originally a farming community. During the 19th Century a shoe manufacturing industry developed in the southern part of town, but all vestiges of this have disappeared as have most of the farms.

In the early part of this century, the lakes and ponds which dot the town attracted a summer population who built small cottages on small plots of land, there being no zoning laws prior to 1934. The Sudbury River, an old meandering stream whose flood plain is noted as one of the main stopping places for migratory birds in the New England fly-way, passes through the town. There are now two small shopping centers, several churches, various women's, fraternal, and social organizations and two public golf courses but no other commercial recreational facilities. Wayland's public school system has recently received national recognition.

Though a large electronics company has located a research laboratory in the town, Wayland is primarily a residential community. There are few multiple dwellings, but there is a wide range in size and value of single residences. Zoning laws passed in 1953 restrict lot sizes from a minimum of 20,000 square feet in some sections up to 60,000 square feet in others. Thus zoning ordinances, to a large extent, control population growth and land use. (Figure 2)

Here then is a typical old New England town which for the first time in 1960 found itself included in the U.S. Census as part of Metropolitan Boston. Like many places, Wayland is beginning to reconsider its insularity and look closely, if defensively, at its metropolitan environment.

B. Population

Wayland, Massachusetts, was settled in 1638, less than two decades after the Pilgrims landed at Plymouth, and was established five years after the Revolutionary War as a politically independent town. By the year 1800, 832 people were living in the town. For a century and a quarter Wayland experienced slow but steady growth, and in 1925 the population stood at about 2,200. During the same 125 years, the population of Greater Boston had increased almost 15 times in contrast to Wayland's which had less than trebled. This reflected the fact that most of the people were concentrated in the inlying cities and towns where the population had increased 40 times over.

The coming of the automobile and improved roads in the 1920's put Wayland within reach of people hungry for a home set among wooded hills, water, and open land rather than in the clutter and congestion of the city. Thus the process of colonization of Wayland by former city dwellers began and continued through the Depression and the Second World War. But the full effect of the new migration was

not felt until after the War. From 1950 to 1960 Wayland more than doubled its population as it grew from 4,400 to 10,200. In a single decade, Wayland gained one and a half times as many people as it had in the preceding one hundred and fifty years.

Rapid growth of population is not peculiar to Wayland; many of the towns surrounding Boston seem to be threatened with inundation by new arrivals. As these hinterlands have become suburban, burgeoning population superimposed on existing social and administrative structure has caused a series of problems which have become, in ten short years, as much a part of the suburban tradition as the backyard cookout. The problems brought on by population growth--the erosion of green space, growing traffic congestion, and increasing property taxes--face all suburbs. For this reason, a study of Wayland is, to a considerable degree, a case study of many of the "new" suburbs of the Greater Boston area.

C. Character of the Growth

Of every ten adults in Wayland, nine migrated there, and seven have come to the town within the last ten years. Less than 1 per cent of all adults were born and reared locally. The extremely rapid growth of Wayland--high even among the suburbs of Boston--reflects the migration of people out of the inlying cities and towns, as 40 per cent of Wayland's adults grew up somewhere in MDC Boston.[1]

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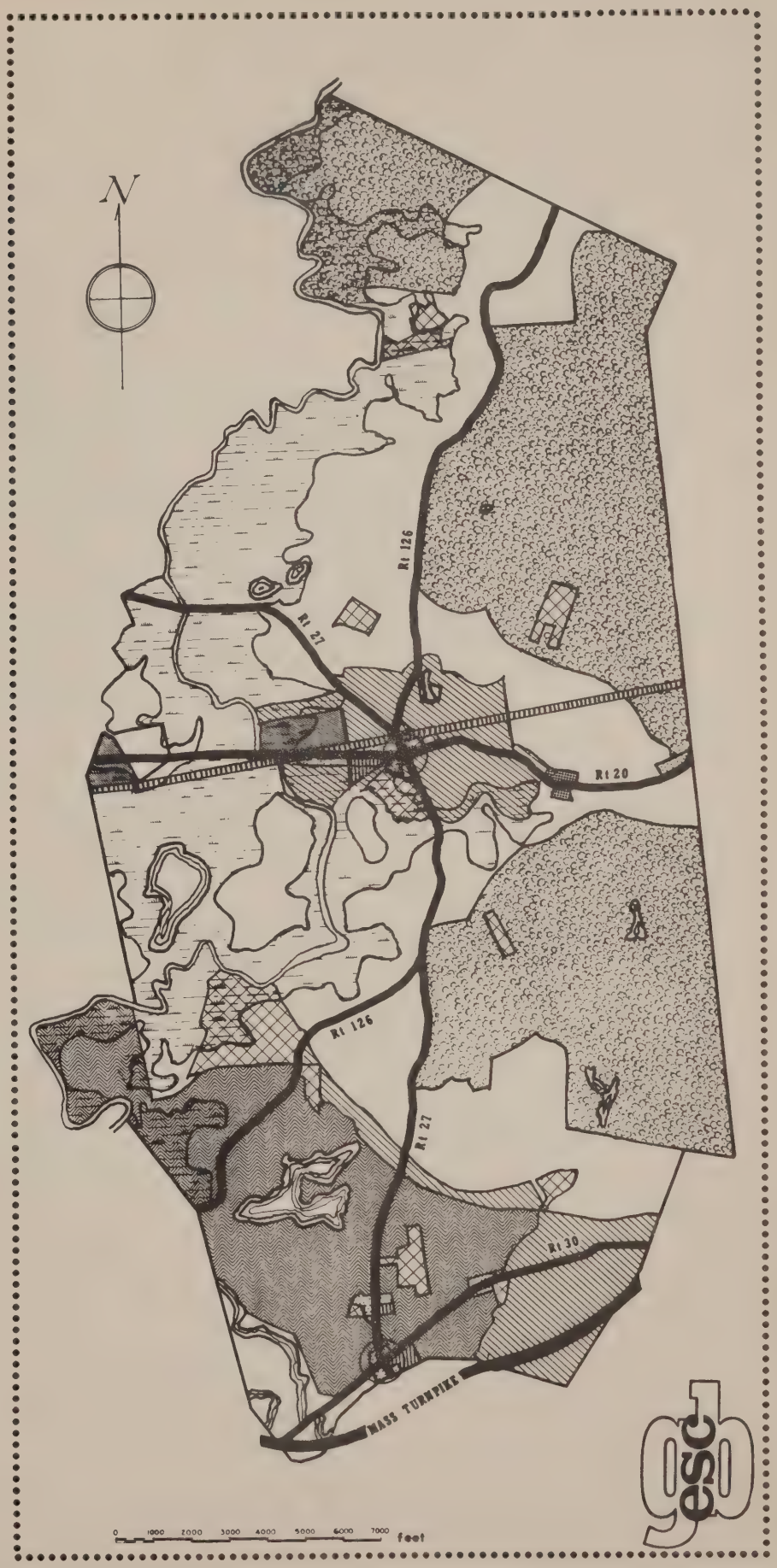
[1]See Figure 1.

ZONING MAP - TOWN OF WAYLAND FIGURE 2

LEGEND •

- Residence 20,000 Sq Ft 120' Frontage
- Residence 30,000 Sq Ft 150' Frontage
- Residence 40,000 Sq Ft 180' Frontage
- Residence 60,000 Sq Ft 210' Frontage
- Business A
- Business B
- Limited Commercial
- Roadside Business
- Flood Plain

- Town Property
- Shopping Centers



The remaining 60 per cent is divided about equally between persons who grew up elsewhere in New England and elsewhere in the rest of the United States, this latter group coming mainly from the Eastern Seaboard between New York and Washington, D. C. Though migrants from foreign lands were few in number, it is interesting to note that 37 foreign countries are represented in Wayland's population.

Wayland follows the suburban characteristic of being well above average in household size for the Boston area as a whole. On the average there are 3.96 persons per household with the result that adults account for just over one half of Wayland's total population. This average figure, however masks a considerable variation in family size. There are, for example, as many families in Wayland with no children as there are with three or more. The high proportion of young people--almost half--is important because of its special significance for education costs which account for one half of the town's total budget.

D. Attitudes Toward the Town : Reasons for Growth

The appeal of country living ranked first among reasons for settling in Wayland. (See Table 1) The mention of such associated factors as large lots, small town or suburban living, and nearness to water emphasized the compelling qualities of nonurban residence. Next to "country living," the most frequently mentioned reasons for

moving to Wayland were nearness to work and suitable housing. Thus the major reasons for moving to Wayland were the same ones which would probably be given by those moving to any suburb.

Table 1 - Reasons for Coming to Wayland

Reason	Percent of all Adults Who Grew up in: MDC Boston and elsewhere (4000 adults) =	MDC Boston (1788 adults) +	Outside MDC Boston (2212 adults)
Within commuting distance of work	28	17	37
Suitable housing	20	21	20
Lot/land spacious, attractive	7	9	6
Country living/to leave city	29	33	25
Suburban/small town	3	3	2
Summered in town/near water	3	3	2
Like town, area, people	12	13	12
Schools	4	3	4
Zoning, town gov't, taxes	1	2	2
Near Boston	2	1	2
Near transportation/other places	3	2	3
Marriage/influence family, friends	8	9	8
Other personal reasons or uncertain	1	1	1
No reason	2	3	1

Note: The columns do not sum to 100 per cent because about 75 per cent of all adults gave more than one answer. Excluded from the table are 390 households that did not move into the area and 264 households which gave no answer to the question.

E. Attitudes Toward the Metropolis : The Magnetic Field

Just over 40 per cent of those answering stated that Wayland's nearness to Boston was a factor in the decision to locate in Wayland,

(See Table 2). Among those who said they were not influenced by proximity to Boston, over half said nearness to employment influenced their decision. Many of these jobs are within MDC Boston or exist because of the core city of Boston.

Table 2 - Did the prospect of living near Boston influence your decision to live in Wayland?

Note: Two hundred sixty-three households in which one or more members grew up in Wayland are excluded from the table.

	Total Households	
Answer	Number	Percent
Yes	780	42
No	1059*	58
Total	1839	100
No answer	109	--

*Included are 109 households having commuters to Boston.

Tabulation of Reasons Given by persons who answered "yes."

	Number Citing Reason (multiple responses included)
Positive influence	
Business	438
Recreation/entertainment	41
Education/culture	79
Family/friends/home	48
Like Boston/city advantages	58
Medical services	8
Good routes/transportation	90
Shopping	32
Total answers	794
Total households answering	688
Negative influence/no answer	92

Table 2 - Did the prospect of living near Boston influence your decision to live in Wayland? (Continued)

Tabulation of Reasons for Living in Wayland Given by Persons Who Answered " no. "

	Number Citing Reason (multiple responses included)
Nearness to	
Business	479
Shopping/schools/churches/services	19
Family/friends/home	82
Another town	43
Suitable housing/lot	26
Good routes/convenient location	32
Country living/water	109
Liked town/area	26
'Nearness" not a factor	42
Total answers	858
Total households answering	803
No answer	256

F. Attitudes Toward the Town : Will They Stay?

There is a high level of satisfaction with the town among Wayland residents. (See Table 3) When asked where they would try to find another residence if they had to leave their present one, nearly half of those responding said they would try to relocate in Wayland. Two-thirds said that they would try to relocate in Wayland or in one of the surrounding communities. One out of six did not answer, many considering themselves so permanent it was impossible to answer. One adult in five now living in town has lived elsewhere in Wayland

bearing out the fact that many do stay in town when they find a move desirable or expedient.

On the question of where they would try to relocate if they had to leave the town of Wayland, over one third of those responding indicated a preference for one of the surrounding towns. Only one out of ten of this group felt he would look for accommodation nearer the central city of Boston. This gives a strong implication that the back-to-the-city movement in Wayland is as yet negligible indeed.

Table 3 - Where would you go if you had to leave:

	Percent Distribution of Persons Indicating Where They Would Move if They Left	
	Their Present Home	Town of Wayland
Wayland	48	-
Surrounding towns	19	34
Nearer to Boston	6	10
Farther out	4	6
Massachusetts - other	3	5
Out of the state	7	22
Do not know	13	23
Total	100	100
Number households answering	2044	1961

Satisfaction of Wayland residents with suburban life is reinforced by the migration patterns of former town residents illustrated by the data in Table 4.

Table 4 - Wayland Migration Pattern

Where Previous Occupant Moved	Households	Percent
Wayland	168	19
Framingham	46	5
Natick	44	5
Weston	18	2
Waltham	15	2
Wellesley	6	1
Lexington	4	a)
MDC Boston - other	91	10
Sudbury	26	3
Lincoln	6	1
Concord	6	1
Massachusetts - other	108	12
New England - other	66	8
West - California	35	4
South - Florida	37	4
United States - other	110	13
Foreign country	16	2
Death	71	8
Total	873	100
Do not know	170	-
No previous occupant	867	-
No answer	301	-
Total households	2211	

a) Less than 0.5 per cent

G. Transportation and Communications : Relation of the Part to the Whole

Wayland's commuting patterns illustrate the willingness of the suburban dweller to travel considerable distances to employment as long as he can maintain his residence in a country atmosphere. Eighty-six per cent of the households reporting have outgoing commuters to some 72 cities and towns in Massachusetts. Nearly one out of four commuters goes to Boston.

Table 5 - Commuting

Households Having	Percent Distribution of 2172 Households
Commuters out of town	86
No commuters out of town	14
Total	100

(For destinations of out-of-town commuters, see Appendix Table IX.)

Tabulations were also made of the number of cars per family and of the routes and times used regularly by commuters. (See Appendix Tables IX, X, XI, XII.) Although there is no previous study with which to compare these traffic patterns and chart the increases, the indication is clear that if the growth rate continues both in Wayland and its surrounding towns, an inescapable concomitant of more people will be more traffic.

H. Shopping, Professional Services, and Recreation

Wayland residents ignore the political boundaries of the town in more than employment commuting patterns. When the survey was taken, more Wayland groceries were bought in neighboring Natick than at home.[1] Five towns ranked higher than Wayland for shopping other than food. Over half the households in Wayland did no shopping for food in town; more than 4 out of 5 made no purchases of nonfood items there. Boston ranks high as a source of professional services and recreation, although 54 per cent of those replying stay in Wayland for some professional services, and (See Appendix Table XIV) 47 per cent for part of their recreation, although golf is the only available form of commercial recreation. Framingham, containing the most complete nearby shopping center, including branches of Boston stores, far outranks all towns for other shopping, with Boston rating second. When asked what other services they would like in Wayland, many residents expressed opposition to further commercialization of the town. Three out of four, however, wanted additional services. (Appendix Table XI)

I. The Telephone : The Medium

Next to the automobile, the most important convenience for any

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[1]A new shopping center which includes a supermarket and other shopping services has opened in Wayland since the survey was made and has undoubtedly altered some of these patterns.

suburban household is the telephone. Wayland, a major unit in the suburban population bulge in Greater Boston, occupies a special relationship to the area where its wage-earners work, its housewives shop, and families receive professional services. There are three telephone exchanges in town, each with a different toll-free calling area. Two exchanges within the town are not mutually toll-free; Boston is a toll call for all. Ninety-eight per cent of the homes surveyed have telephones. Fifty per cent of the respondents named Wayland as the town most frequently called, but 25 per cent named a Boston area exchange for which they pay toll as the town most often called. Even more named Boston exchanges as the second and third most often called. Over half of those with telephones had no comments on the telephone service. The 44 per cent who did comment include 6 per cent who praised the service, and 38 per cent who criticized it. Most of the dissatisfaction (one out of four subscribers) was with the extent of the toll-free calling area.

J. Vacation Patterns : Escape or Recreate

Seventy-six per cent of the Wayland residents who take vacations go away in the summer months. Twenty-two per cent specify no vacations at all. This fact may partly account for the substantial interest shown in acquiring recreational land in answer to the Planning Board's question.

K. Preserving the Image : Can They Keep It?

The final tables are based on questions included in the survey at the request of the Wayland Planning Board. They gave the townspeople an opportunity to express themselves on the change or preservation of certain specific aspects of the town character. Some of these would have to be approved by town-wide vote; others, at the discretion of the popularly elected Planning Board members. A majority of the people in town registered themselves in favor of preserving the residential atmosphere of the town; 52 per cent were opposed to more industry, 71 per cent were opposed to apartment housing, and 72 per cent were in favor of the acquisition by the town of land for recreation or wild life preservation.

The last question probed gently into the suburbanites' sense of identification with the central city. Their response showed that when 3,000 miles from home, they are four times more likely to identify with Boston than when they are in a neighboring state. (Table 10)

Table 6 - Do you favor the Town's acquiring land for recreation and/or wild life?

	Recreation		Wild Life	
Answer	Households	Percent	Households	Percent
Yes	1589	72	1590	72
No	413	19	412	19
Do not know	58	2	52	2
No answer	151	7	157	7
Total	2211	100	2211	100

Table 7 - Would you favor a certain amount of tax money being used for this purpose (recreation and/or wild life) each year?

Answer	Households	Percent
Yes	1346	61
No	548	24
Do not know	81	4
No answer	236	11
Total	2211	100

Table 8 - Do you think that there should be more sidewalks in town?

Answer	Households	Percent
Yes	1159	52
No	871	39
Do not know	86	4
No answer	95	5
Total	2211	100

If so, where? (sidewalks) Answers to this question were not tabulated because they tended to relate to the immediate neighborhood in which each respondent lived. Many answers did specify main highways, within one mile of schools, in housing developments, and around shopping areas.

Table 9 - Would you like to see:

	Yes	No	Do not Know	No Answer
More industry in Wayland?	877	1164	75	95
Apartment housing?	452	1566	78	115
Old age housing?	940	949	158	164
More individual housing above $20,000?	1264	654	108	185
More small house development?	484	1519	57	151
More rental property?	595	1353	101	162
Percent (2211 households = 100%)				
More industry in Wayland?	40	52	3	5
Apartment housing?	20	71	4	5
Old age housing?	43	43	7	7
More individual housing above $20,000?	57	30	5	8
More small house development?	22	69	2	7
More rental property?	27	61	5	7

Table 10 - Identification

If you were in New Hampshire and someone asked where you were from, what would you answer?

If you were in California and someone asked where you were from, what would you answer?

Answer	Number if in N.H.	Number if in Calif.	Percent if in N.H.	Percent if in Calif.
Cochituate	208	64	10	3
Cochituate, near Boston	14	14	1	1
Cochituate, related to another place	99	66	4	3
Wayland	721	171	33	8

(Continued)

Table 10 - Identification (Continued)

If you were in New Hampshire and someone asked where you were from, what would you answer?

If you were in California and someone asked where you were from, what would you answer?

Answer	Number if in N.H.	Number if in Calif.	Percent if in N.H.	Percent if in Calif.
Wayland, near Boston	72	129	4	6
Wayland, near ___(other suburb)	19	9	1	a)
Wayland, Massachusetts	517	267	24	12
Near ___(other suburb)	26	15	1	1
Boston area	99	299	4	14
Boston	134	516	6	24
Massachusetts	233	560	11	26
N.E., East or Northeast	3	38	a)	1
Place of origin	16	14	1	1
Total	2161	2162	100	100
No geographical answer	50	49	--	--

a) Less than 0.5 per cent

APPENDIX - STATISTICAL TABULATIONS

Character of the Growth

I. When the adults now living in Wayland came to the town

Came to Wayland	Percent of 4601 Adults
Less than 5 years ago	44
Between 5 and 10 years ago	26
Between 10 and 20 years ago	13
More than 20 years ago	17
Total	100

II. Where the adults living in Wayland grew up

Place	Percent of 4590 Adults	Cumulative Percent
Wayland	9	9
MDC Boston	40	49
Massachusetts - other	14	63
New England - other	10	73
NY, NJ, Del, Pa, Md, DC	11	84
United States - other	10	94
Other country	6	100
Total	100*	

*In some tables the percentage column does not add up to 100, due to rounding errors.

III. Where adults who have come to Wayland in the last five years were living five years ago.

Place	Percent of 1988 Adults	Cumulative Percent
MDC Boston	58	58
Massachusetts - other	8	66
New England - other	7	73
NY, NJ, Del, Md, Pa, DC	13	86
United States - other	11	97
Other country	3	100
Total	100	

IV. Household size: Wayland's average household has 3.96 persons. The range is from 1 to 16 persons.

Persons Per Household	Percent of 2211 Households
1	3
2	18
3	17
4	28
5	19
6	9
7	4
8	2
9 or more	1
Total	100

V. Distribution of the population by age

Age	Percent of 8744 Persons
18 or under	45
Over 18	55
Total	100

VI. Distribution of the population by sex

Sex	Percent of 8744 Persons
Male	49.8
Female	50.2
Total	100.0

VII. Children per household

Children Per Household	Total Households	Percent
0	590	27
1	380	17
2	571	26
3	375	17
4	184	9
5	59	3
6	28	1
7	6	a)
8	3	a)
9	1	a)
10	0	0
11	2	a)
Total	2199*	100

*This figure differs from the 2,211 figure for households in Table IV because 12 households did not report in response to this question.

a) Less than 0.5 per cent.

VIII. Why residents would leave Wayland or the Boston area

Reasons for Leaving	Wayland		Boston Area	
	Number of Households	Percent of Households	Number of Households	Percent of Households
Employment status changed	720	35	795	46
High taxes	356	17	138	8
Don't like overcrowding/changes/ people	108	5	57	3
More suitable housing/elsewhere	91	4	12	1
Poor transportation/to be nearer work	78	4	5	a)
Don't like local gov't/services	49	2	0	0
High cost of living	35	2	19	1
Prefer other place	32	2	17	1
To be nearer city	27	1	0	0
Quality of schools	27	1	-	-
Poor climate/health	20	1	31	2
Family changes (family elsewhere)	12	1	10	1
Don't like state government	3	a)	10	1
Wayland not in Boston area	0	0	7	a)
Total reasons	1558	75	1101	64
Total households specifying reasons	1425	69	1040	61
No reason to leave	648	31	675	39
Total households answering	2073	100	1715	100
Households not responding	138	--	496	--

a) Less than 0.5 per cent

IX. Destinations of out-of-town commuters

Town	Number	Percent
Boston	558	24
Waltham	310	13
Framingham	195	9
Natick	155	7
Cambridge	143	6
Newton	135	6
Wellesley	85	4
Watertown	59	3
Weston	36	2
Concord	34	2
Bedford	33	1
Needham	33	1
Sudbury	27	1
Burlington	25	1
Lexington	24	1
MDC towns less than 1 per cent each	123	5
Other destinations	123	5
Destination varies	214	10
Total	2312	100

X. Car ownership

	Cars in Family		Cars at Home During Day	
Cars Per Family	Families	Percent	Families	Percent
0	78	3	875	42
1 (part-time)	0	0	112	6
1	1054	48	1028	50
2	961	44	44	2
3	81	4	5	a)
4 or more	17	1	0	0
Total	2191	100	2064	100
No answer	20	--	147	--

a) Less than 0.5 per cent

XI. Means of transportation of out-of-town commuters

Means	Percentage Distribution of 2244 Commuters	= 544 Commuters To Boston	+ 1700 Commuters To Other Places
Car	87	65	94
Truck	1	--	2
Car and MTA	3	10	a)
Train	5	19	a)
Bus	3	4	3
Other	a)	--	a)
Means vary	1	2	1
Total	100	100	100
No answer	76	14	62

a) Less than 0.5 per cent

XII. Traffic Patterns: relative use of main routes by cars and trucks going out-of-town

Route	Number	Percent
U.S. 20 (east-west)	592	39
Mass. 30 (east-west)	485	32
Mass. 27 (north-south)	174	12
Mass. 126 (north-south)	248	17
Total	1499	100
Other, various routes and no answer	526	--

Note: Some commuters use a combination of the above routes; however, only those routes which were a point of exit and entry to town were tabulated.

XIII. Traffic Patterns: time pattern of car and truck commuters going out of town on east-west routes

Hour	Percent of 592 Commuters		Percent of 485 Commuters	
	U.S. Route 20		Mass. Route 30	
	East	West	East	West
A.M. before 6	1	1	3	1
6 up to 6:30	3	a)	3	1
6:30 up to 7	5	0	9	1
7 up to 7:30	18	a)	15	3
7:30 up to 8	29	1	24	4
8 up to 8:30	23	1	19	2
8:30 up to 9	7	1	4	1
9 up to 10	3	a)	3	1
10 up to 12	1	1	a)	a)
Varies	3	a)	3	1
P.M. 12 up to 4	2	2	3	5
4 up to 4:30	a)	4	2	2
4:30 up to 5	1	5	1	5
5 up to 5:30	1	18	4	12
5:30 up to 6	1	18	3	14
6 up to 6:30	1	23	1	23
6:30 up to 7	a)	9	1	10
7 up to 7:30	a)	5	a)	5
7:30 up to 12	1	3	1	3
Varies	0	9	1	6
Total	100	100	100	100

a) Less than 0.5 per cent

XIV. Towns Visited for Shopping, Professional Services, and Recreation

Shopping for Food, 2181 Households Answering	Number of Households Specifying the Town	Percent Households Specifying the Town	Number of Households that Visit the Town Specified: less than 25% of the time	26-50% of the time	51-75% of the time	75-100% of the time	Rank Position of the Town for Purpose Described*
Wayland	995	46	391	353	56	295	2
Boston	81	4	27	30	10	14	9
Framingham	668	31	74	269	84	241	3
Waltham	329	15	44	110	50	125	4
Natick	881	40	101	295	112	373	1
Newton	101	5	18	35	14	34	6
Sudbury	109	5	35	42	15	17	8
Wellesley	108	5	20	47	11	30	7
Weston	53	2	11	17	10	15	10
Other towns	145	7	49	49	15	32	5
Other Shopping, 2141 Households Answering							
Wayland	351	16	278	61	1	11	6
Boston	716	33	217	324	58	117	2
Framingham	1441	67	194	685	147	415	1
Waltham	536	25	130	293	23	90	3
Natick	365	17	92	213	20	40	5
Newton	54	3	22	22	1	9	8
Sudbury	24	1	15	6	0	3	9
Wellesley	432	20	133	258	7	34	4
Weston	19	1	14	4	0	1	10
Other towns	199	9	76	87	13	23	7

XIV. Towns Visited for Shopping, Professional Services, and Recreation (Continued)

Professional Services, 2157 Households Answering	Number of Households Specifying the Town	Percent Households Specifying the Town	Number of Households that Visit the Town Specified				Rank Position of the Town for Purpose Described*
			less than 25% of the time	26-50% of the time	51-75% of the time	75-100% of the time	
Wayland	1172	54	173	543	76	380	1
Boston	519	24	120	282	25	92	3
Framingham	421	20	145	172	16	88	4
Waltham	203	9	50	100	12	41	7
Natick	460	21	74	232	28	126	2
Newton	109	5	18	65	7	19	9
Sudbury	37	2	10	23	1	3	10
Wellesley	167	8	33	110	4	20	8
Weston	327	15	54	217	8	48	5
Other towns	256	12	82	123	9	42	6
Recreation 2005 Households Answering							
Wayland	955	47	139	360	97	359	1
Boston	682	34	173	341	30	138	3
Framingham	638	32	130	295	37	176	2
Waltham	80	4	24	36	3	17	6
Natick	203	10	57	97	8	41	5
Newton	41	2	14	22	0	5	9
Sudbury	20	1	14	6	0	0	10
Wellesley	56	3	9	33	1	3	7
Weston	40	2	8	21	4	7	8
Other towns	422	21	186	149	25	62	4

XIV. Towns Visited for Shopping, Professional Services, and Recreation (Continued)

*The following method was used to determine the rank order of towns. When a householder reported that he visited a town, say Framingham, to shop, he was also asked to report whether Framingham was used less than 25 per cent of the time, 25 to 50 per cent, 50 to 75 per cent, or 75 to 100 per cent of the time. A tabulation of these responses is shown in Columns 3 through 6 in the table.

Each of these four possible responses was assigned a point value, and these point values were used to calculate a total point score for each town. To illustrate, again using Framingham:

Frequency	Point Value	x	No. Households Reporting this Frequency	=	Point Score
Less than 25% of the time	1		74		74
25 to 50%	3		269		807
50 to 75%	5		84		420
75 to 100%	7		241		1687
Totals			668		2988

Thus Framingham, where 668 Wayland householders report they shop, receives a total of 2988 points. This point score reflects the fact that some households go there for a high proportion of their shopping trips, while other households go infrequently. Using the same weighting method, Natick got 4157 points when shopping was considered and Wayland itself received 3495. Thus as a place where Wayland households shop, Natick ranks first, Wayland ranks second, Framingham ranks third, and so on as shown in the table.

The same method was applied to calculate the ranking for Other Shopping, Professional Services, and Recreation.

XV. Vacation patterns: where

Vacation Taken in	Vacations Reported by 2121 Households	Vacations as a Percent of 2121 Households Answering
New England	1289	60
United States - other	343	16
Foreign	110	5
No single place, varies	217	10
Total vacations taken	1959	--
Households Answering	2121	100
Taking vacations	1649	78
No vacations	472	22
Households not answering	90	--

XVI. Evaluation of living in Wayland

Advantages	Percent of 2123 Households	Disadvantages	Percent of 2123 Households
Country living	34	Growth	3
Town small/suburban	10	Flavor of town	6
Spacious lots	8	Transportation	28
Quiet/private	6	Traffic	4
Pretty/pleasant	6	Telephone service	5
Native/family near/like	11	Taxes	20
Good for children/people	4	Lack of sewers/drainage	4
Flavor of town - other	8	Rubbish disposal	4
Near work	5	Far from work	1
Near Boston	7	Far from Boston	1
Shopping/services convenient/good	6	Shopping/services inconvenient	11
Convenient location/commuting good	10	Inconvenient location/commuting poor	4
Recreation	7	Recreation	5
Schools	25	Schools	5
Zoning	3	Zoning	1
Town gov't/services	4	Town gov't/services	8
Just like it	4	Wayland/Cochituate split	1
Households not responding	11	Households not responding	26

XIV. Vacation patterns, where

Where go	Vacations Reported by 2121 respondents	Percent of 2121 respondents answering
New England	1289	60
Maine State - other	343	16
Foreign	110	5
No single place, various	817	40
Total vacations taken	1750	
Respondents Answering	2121	100
Taking vacations	1649	78
Not vacations	472	22
Respondents not answering	90	

XVI. Evaluation of living in Wayland

Advantages	Percent of 2121 Times mentioned	Disadvantages	Percent of 2121 Times mentioned
Country living	14	Crowds	1
Town small/suburban	10	Flavor of town	4
Spacious lots	8	Transportation	28
Quiet/private	6	Traffic	4
Protected/pleasant	6	Telephone service	1
Nature/family neighborhood	11	Taxes	20
Good for children/people	4	Lack of sewer/drainage	4
Flavor of town - other	8	Subdivision/apartments	1
Near work	6	Far from work	1
Near Boston	7	Far from Boston	1
Shopping/services convenient		Shopping/services inconvenient	11
Quiet	6	Recreation/entertainment lacking	
Convenient location/central		Something lots	4
Subway good	17	Recreation	5
Recreation	7	Schools	8
Schools	5	Zoning	1
Zoning	5	Town gov't/services	4
Town gov't/services	4	Wayland/Lincoln gap	1
Tax rate is	6	Homebodies not responding	44
Homebodies not responding	14		

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